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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

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50X1-HUM

COUNTRY USSR

REPORT

SUBJECT Town Plan Data for Kharkov, Izyum, Minsk, Shchelkovo, and Stalingrad

DATE DISTR.

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STATE	X	ARMY #	X	NAVY	X	AIR #	X	NSA	X	FBI		NIC	X	
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following reports on the cities of Kharkov, Izyum, Minsk, Shchelkovo, and Stalingrad

Attachment 1: A report on the city of Kharkov with a sketch of the city. The text of the report deals with new urban areas, city streets and numbering system, public buildings, highways, inter-urban transportation facilities, military academy, Institute of Aviation, civilian airfield, industrial installation, public utilities and civil defense. sketch has a legend locating 31 points in the city.

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Attachment 2: sketch with legend locating 48 points in the city of Izyum.

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Attachment 3: Two overlays of a map of the city of Minsk with legends locating 42 points in the city.

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Attachment 4: A legend locating 78 points on sketch of Shchelkovo.

Attachment 5: A general information report on the city of Stalingrad with a sketch of the center of the city and overlay with legend locating 27 points in Stalingrad.

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COUNTRY USSR (Kharkov oblast)
SUBJECT City of Kharkov

REPORT
DATE DISTR.
NO. PAGES
REFERENCES RD

DATE OF INFO.
PLACE & DATE ACQ.

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STATE	ARMY	NAVY	AIR	FBI	AEC					
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CITY OF KHARKOV

New Urban Areas

1. The city of Kharkov (N 50-00, E 36-14) had new urban zones located along prospekt Stalina in the southeast section of the city, and in an area known as "Cold Mountain" in the northwest section of the city. New urban zones were also located around the Institute of Mines on the road to Kursk (N 51-42, E 36-12). See [] sketch on page of city of Kharkov.

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City Streets and Numbering System

2. A plan existed to widen the city streets but because of the scarcity of dwellings, the plan was enforced only in the areas which were being rebuilt after WW II damage and new suburban areas. [] that some of the street names have been changed but he referred to the streets by the names commonly used. The numbering system started from either pl. Teveleva, considered to be the center of town, or from a main city street (not further identified.) Buildings located on the right hand side of the street had even numbers, and those on the left, odd numbers. The street numbers were modified when two new buildings were constructed on a site formerly occupied by one structure.

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Public Buildings

3. In addition to the buildings indicated on the legend and sketch of Kharkov, [] the following buildings:

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- A. A city jail existed but [] not locate it on [] sketch.
- B. Students' Hospital. This hospital, with a 250-bed capacity, was located at No. 22 or No. 24 ulitsa Frunze to the right of ulitsa Stalina.
- C. Surgical Hospital. A 500-bed capacity hospital was located further south from the Students' Hospital on ulitsa Frunze.

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50X1-HUM

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E. The Vysokiy Sanatorium, a rest home, was located north of the city, approximately 45 minutes away by train from Kharkov.

F. A rest home, formerly a home for Spanish children, was located on the outskirts of the city on the road to Kursk.

G. Institute for Biological Studies. This Institute was frequently discussed and was considered to be of great importance [] The Institute was engaged in experiments with animals and human beings to study the prolongation of life.

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Highways

4. [] highways and roads:

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- A. The ten-meter wide specially (sic) asphalted Belgorod (N 50-36, E 36-34) -Kursk highway left the city of Kharkov from the north.

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- B. The ten-meter wide asphalt road leading to Dnepropetrovsk (N 48-28, E 35-00) left the city of Kharkov from the south.
- C. The Staryy Saltov (N 50-04, E 36-48) road which left from the east side of the city was a gravel road, which was not in good condition.
- D. The road to Poltava (N 49-35, E 34-34) and Kiev left the city of Kharkov from the west side. [] this was a main highway 50X1-HUM
- E. The road to Izyum (N 49-12, E 37-16) was a well-paved road in good condition.

Railroad Stations

5. The large new city railroad station called North Station was a structure with three tall wings and one low one. The station had many platforms and railroad tracks. [] 50X1-HUM
- [] two other stations, one called Kharkov Lavada and the other on the south side of the city called Kharkov Balashovskiy. [] 50X1-HUM

Intra-urban Transportation Facilities

6. City traffic was regulated by policemen and regular three-color traffic lights. Traffic moved on the right side. [] 50X1-HUM
- [] transportation facilities in the city as follows: 50X1-HUM
- A. The streetcar lines [] 50X1-HUM
- (1) A streetcar line designated by the letter "A" traveled a route around the periphery of the city.
 - (2) Streetcar line No. 5, source believed, ran along ulitsa Frunze from ulitsa Stalina.
 - (3) Streetcar line No. 17 went to the North Station along the same route as line "A" mentioned above. 50X1-HUM
- B. Buses, trolley-bus and urban railroads []
- (1) Two trolley-bus lines went up Shumskaya ulitsa to pl. Dzerzhinskaya. [] ultimate destination was in the suburbs in the south 50X1-HUM of the city.
 - (2) A bus service connected Kharkov with towns in the area and also with Kiev. Buses offered faster and cheaper service than the trains.
 - (3) [] the trains stopped at all the city stations. 50X1-HUM and the large plants in the area. [] 50X1-HUM
- [] a city railroad line was under construction in 1956. According to more recent information from the USSR, this railroad has not yet been inaugurated. 50X1-HUM

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Military Academy, Institute of Aviation and Civilian Airfield

7. [] following installations:

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A. A military academy, which [] was for officers, was located on the north side of pl. Dzerzhinskaya. See point No. 7 [] sketch, page .

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B. An institute of aviation (see point No. 26 on above-mentioned [] sketch) was located on Shumskaya ulitsa. []

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military personnel with pogoni of different colors, enter the building.

C. A civilian airfield was located eight kilometers north of the city on the Dergachi (N 50-08, E 36-06) road. []

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50X1-HUM

[] it was civilian rather than military.

Industrial Installations

8. [] following industrial installations:

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A. A motorcycle and bicycle plant existed in an unknown location.

B. A tractor plant with the initials G.T.Z. was located north of the city, a walk of about an hour and a half from the city.

C. Generator and electric turbine plant in an unknown location.

D. Rubber tire plant in an unknown location.

E. Railroad car construction and repair shops. This was located in the northwest area of the city at a distance from the railroad station. Several large structures could be seen from the railroad station.

F. Serp i Molot Plant. []

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G. An electromechanical parts plant (KH.EM.Z. - Kharkovskiy Elektromekhanicheskiy Zavod). []

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H. A precision optical plant in the city of Izyum, which was two and one half hours from Kharkov by train. [] Spaniards who worked in this plant which was of national importance were not permitted to be repatriated because of the importance of their work.

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I. [] unidentified mines located 200 kilometers south of the city were being exploited.

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Public Utilities

9. [] information about public utilities:

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A. Most of the homes used gas as fuel. A gas line, probably originating in the Caucasus, led to the city of Kharkov.

B. Electric power originated in a Dnepropetrovsk hydroelectric power plant (sic). The city probably had underground cables in addition to the aerial wires. [] the electric power never failed.

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- C. The telephone exchange was housed in the Gospron building and facilities were offered for installation of telephones in the homes. Public telephones were located throughout the city.
- D. The city water was of good quality and there was an abundant supply. The underground system of pipes probably originated in the southern section of the city.

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Civil Defense

10. New houses were constructed with shelters [redacted] Civil defense centers directed by military personnel existed in the city. Lectures and drills were conducted at these centers and attendance was voluntary. The population was uninterested in civil defense activities.

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Legend to [redacted] Sketch of the City of Kharkov:

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1. Mining Technology Institute.
2. Institute of Finance.
3. Ulitsa Trinkler. This street began beyond the road to Kursk in the northwest of the city of Kharkov and joined ulitsa Stalina and led north towards Lyptsy.
4. School (possibly of philosophy).
5. Prospekt Pravdy. This important street ran from the north side of pl. Dzerzhinskaya to the southwest zone of the city.
6. Gospron building. This was a large structure which housed the civilian communications facilities, and offices for the industrial enterprises in the city.
7. Military academy.
8. Hotel Kharkov.
9. Communist Party building.
10. New university location. It was under construction.
11. Pl. Dzerzhinskaya which covered an area measuring approximately 1,000 meters by 300 meters.
12. The new North Station.
13. Library Institute.
14. Excavation or ground leveling sites along the Lopan River.
15. Zoo.
16. Central park area, also known as pamyati Shevchenko.
17. Pl. pamyati Shevchenko.
18. Veterinary Institute.

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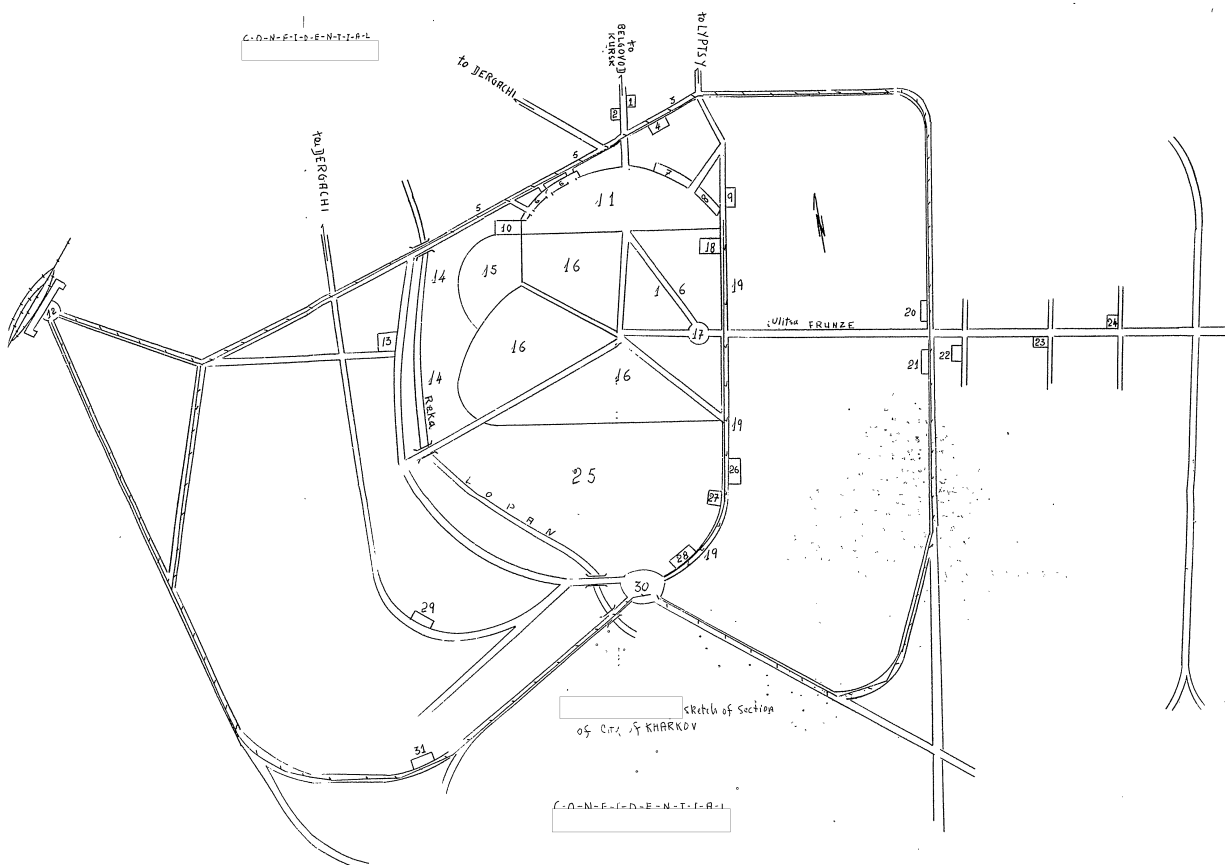
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19. Shumskaya shosse, the city main street. This originated in pl. Teveleva located in the old center of the city and ran north to join ulitsy Trinkler and Stalina.
20. Institute of Construction (Kh. I.S.I.)
21. Institute of theatrical arts.
22. Institute of philology.
23. Polytechnical institute which specialized in such fields as hydraulics, hydrodynamics, and applied mechanics.
24. Institute of plastic arts.
25. Old-city area of dwellings and narrow winding streets.
26. Institute of aviation.
27. Hotel Lux.
28. Institute of medicine.
29. Old Gorkiy University administrative center and school of history.
30. Pl. Teveleva. A street called Karasina or Svodnoy Akademika [Svobodnoy Akademii] ran from this square to the university. This street crossed a small bridge over the Lopan River.
31. City Hall.

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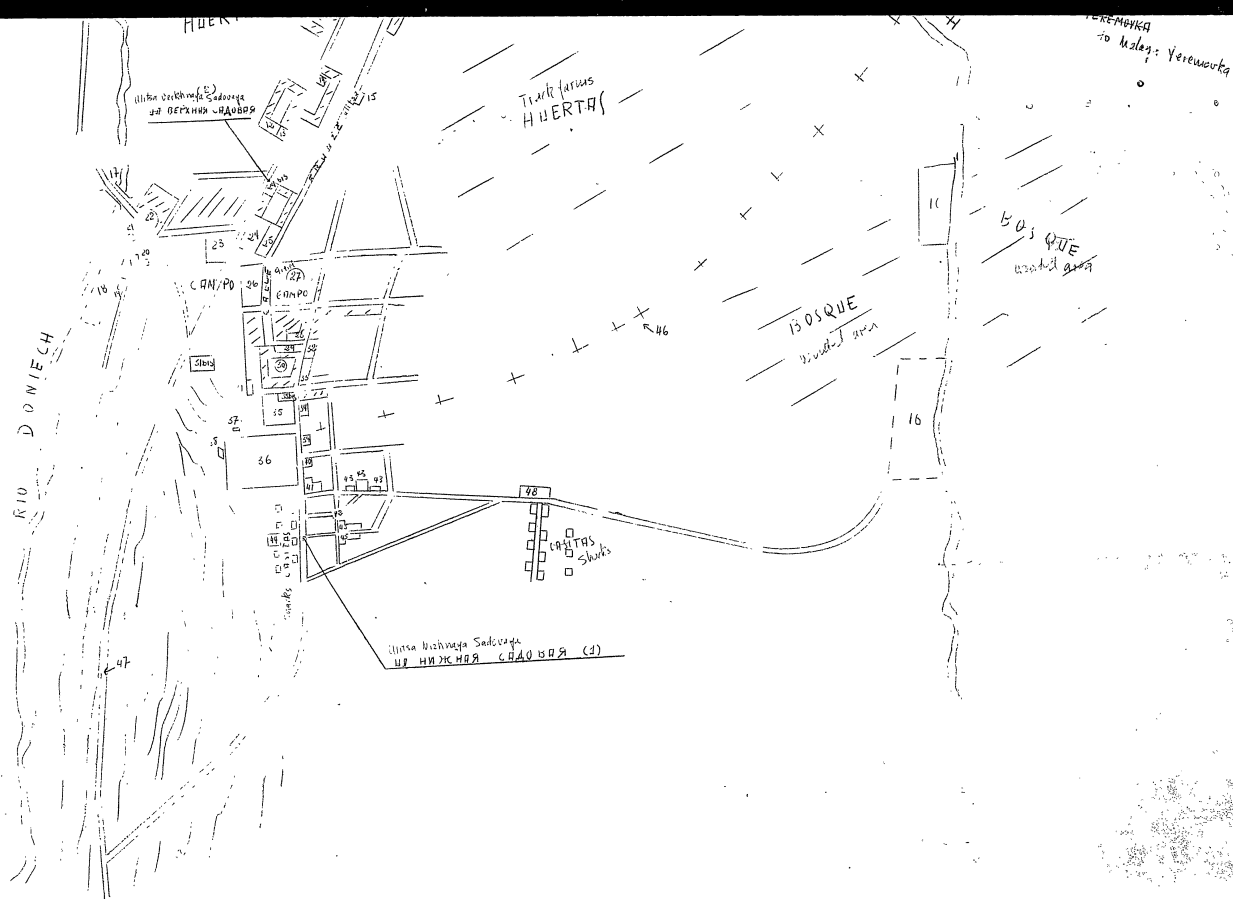


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INFORMATION REPORT

COUNTRY: USSR (Ukraine SSR)

REPORT

SUBJECT: City of IZYUM

DATE OF INFO

DATE ACQUIRED: 10 December 1959

PLACE ACQUIRED:

DATE OF REPORT: 2 March 1960

50X1-HUM

The following is a legend for

sketch of city of IZYUM:

1. Quarry which supplied sand to the optical plant.
2. Spring for city water supply. The water was raised to a tank which was not high enough to provide water pressure for the third floor of buildings.
3. Brewery.
4. Locomotive plant football field.
5. Locomotive plant.
6. Railroad station, classified as "brigade" (sic).
7. Railroad station gardens.
8. Wooden bridge.
9. Wooden bridge.
10. Abandoned wooden bridge for the optical plant narrow gauge railroad.
11. Militia quarters.
12. Movie and club house.
13. Restaurant.

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14. Church.
15. Civil Registry.
16. Beach.
17. Reinforced concrete bridge, with steel upper framework. It was 75 meters long, and 23 meters above water level.
18. Location of an old concentration camp where the prisoners who built the above-mentioned bridge (point no. 17), and the new road over the hill (point no. 47), were guarded.
19. Induction station.
20. City hospital-clinic. This was a three story building.
21. KHARKOV bus depot.
22. Public square.
23. City park.
24. Old jail, which later became an M.V.D. quarters, and at present was a school.
- 24b. Branch post office and savings bank.
25. Old-jail courtyard.
26. Park.
27. Skating rink.
28. Optical plant covered passageway.
29. General market.
30. Garden.
31. Three-story building for optical plant workers. A food store was located on the first floor.
- 31b. Cemetery.
32. Optical plant clinic.
33. Plant living quarters.
34. Foundling home.

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- 35. Park.
- 35b. Plant clubhouse.
- 36. Izyum optical plant.
- 37. Izyum plant electric power station.
- 38. Izyum plant water reservoir.
- 39. Plant Committee and Union building (ZAVKOM.)
- 40. Dining room.
- 41. Two-story building housing the optical plant cash and accounting offices on the first floor, and a post office branch on the second floor.
- 42. Public square.
- 43. Plant stables housing plant-owned horses used by workers on their truck farms.
- 44. City slaughter-house.
- 45. Plant bachelors living quarters.
- 46. Plant abandoned narrow gauge railroad.
- 47. New road built by prisoners in 1951.
- 48. Brick plant.

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INFORMATION REPORT

COUNTRY: USSR (Belorussian SSR)

REPORT

SUBJECT: Industrial Area, Minsk

DATE OF INFO

DATE ACQUIRED: 18 February 1960

PLACE ACQUIRED:

DATE OF REPORT:

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Overlay of Minsk City Plan

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- (1) Central Railway Station. the distance between this point and the Ball Bearing Plant 11 to be close to 10 kilometers.
- (2) Vokzalnaya ploshchad, Square in Front of Railway Station. Name of the street in front of the railway station was unknown

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- (3) Street, name unknown. This street, serviced by several trolley bus lines, led into the beginning of Mogilevskoye shosse (point 4), and a city park which contained a football stadium.
- (4) Mogilevskoye shosse. A well paved and asphalted thoroughfare. From the beginning of the street to approximately point 12, this shosse was narrow, but from the latter point it widened to a width of eight to nine meters. No information on any sizeable construction in this area. 50X1-HUM
- (5) Bridge or Underpass. [redacted] rail lines crossed at this junction [redacted]
[redacted]
- (6) Bicycle Plant.
- (7) Limit of Residential Area. From 1952 through October 1956, the area from point 4 to point 7 was gradually built up with a variety of housing projects. The broken line represented the approximate limits of these residential areas. There were, however, still a number of unfinished apartment houses under construction seen at a distance from the shosse.
- (8) New Shosse. This shosse was constructed in 1954 or 1955 and was wide and asphalt paved. It led from point 22 past the tractor plant (point 11), and joined an unknown street in the center of the city. Streetcar line No. 7 serviced the industrail area via this new highway.
- (9) Motor Vehicle Repair Plant.
- (10) New Street. Date of construction subsequent to 1952.
- (10a) Streetcar Stop. Streetcar stop for line #7, close to the main entrance of the tractor plant.
- (11) Tractor Plant. Estimated labor force 10⁰⁰⁰ to at least 15,000. This plant possibly was supplied with bearings from Plant 11, Minsk.
- (12) Trolley Bus Stop.
- (13) Foot path.
- (14) Planned Industrial Area. In 1956, [redacted] the entire area south of Mogilevskoye shosse would be converted into a large industrial site where many plants (type unknown) were to be constructed. Until 1956, this area consisted of cultivated fields, and gardens, interspersed with occasional farmhouses. 50X1-HUM
- (15) Workers' Settlement. This area, established prior to 1952 consisted of many two and four-story brick buildings which were exclusively inhabited by personnel of Plant 11. The settlement was still in the process of expansion during 1956.

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- (16) Hard Dirt Road. Work on the paving of this road began in 1956.
- (17) Trolley Bus Stop. 50X1-HUM
- (18) Oxygen Plant. [redacted] it was located on grounds lower than Mogilevskoye shosse. [redacted] metal storage tanks and other buildings [redacted]
- (19) Plant 11 Club Building. Construction of this building started in 1956 or 1955, and it was to be completed by mid-1957. Recreational and club facilities, including the movie theater, were to be transferred from the plant to this building.
- (20) Ball Bearing Plant No. 11. The area of the plant was approximately 200 x 150 meters in dimension. It was built on high grounds in a heavily wooded area. The view of the city from the plant was obstructed by tall trees. The plant could not be seen from Mogilevskoye shosse. The upgrade toward the plant started from the square (point 22). Three sides of the plant had stone walls, about three meters high, with the fourth wall under construction in 1956. No barbed wire, guard towers were observed along the wall. The existing buildings occupied less than half of the plant's territory. There were rumors of future plant expansion, however, [redacted] this could only amount to the construction of new shops within the existing territory. One side of the plant was limited by rail tracks, and the other by thick forest. [redacted] the plant was built after 1945, and the buildings seemed to be very new [redacted] 50X1-HUM
- (21) Asphalt Paved Road. This portion of the road leading to Plant 11 was asphalt paved in 1953, or 1954. [redacted] the road was on a continuous upgrade. 50X1-HUM
- (22) Square. This asphalt paved square was constructed at the same time as point 21 and point 8.
- (22a) Stalinskiy Raykom building.
- (23) Boiler Plant, approximate location. Large, cylindrical, heavy, iron boilers were made at this plant which was situated on terrain lower than that of Mogilevskoye shosse. No additional information.
- (24) Residential Area. Location of marketing facilities (square).
- (25) Drill Area for Military Barracks. At various intervals military formations could be observed from the road performing some drills and exercises.

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(26) Military Area.

[redacted] an induction center because of the close order drills [redacted]
[redacted]

Other than the above area, [redacted] no military sites or barracks within the Minsk city periphery. In Minsk there could be seen at any time of the day quite a number of military personnel; this city was considered a "Garnizonnyy gorod" - garrison city. Officers and enlisted personnel of various ranks and grades belonging to infantry units (pink or red shoulder patches with black piping), artillery and armored units (black shoulder patches with red piping) [redacted] no information on aviation personnel, vehicle convoys, maneuvers performed in the Minsk area, movements of troops.

(27) Medical Center Under Construction. This center, to be completed in 1957 or 1958, would service the expanded population of the industrial area.

(28) Streetcar and Trolley Bus Stops.

(29) Residential Areas.

(30) Automobile Plant (Avtomobilnyy zavod). This plant occupied a large area and employed at least 12,000 workers. Only trucks were produced there, for industrial and military use. [redacted] the military vehicles were made entirely of metal. No details regarding production.

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(31) Electric Power Station, approximate location. Power plant supplying 380-volt current to Plant 11, the tractor plant, and possibly to the auto plant.

(32) Arrow pointing in the direction of a river. River, believed to be Svisloch. no bridges [redacted]

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Central
Overlay of Area of Minsk

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3.

[redacted] several of the major sites on overlay, sketch 2, page 7 (legend below).

(1) Location of Railroad Station.

(2) University Area

(3) Location of Government Buildings

(4) Sovetskaya ulitsa (Main street).

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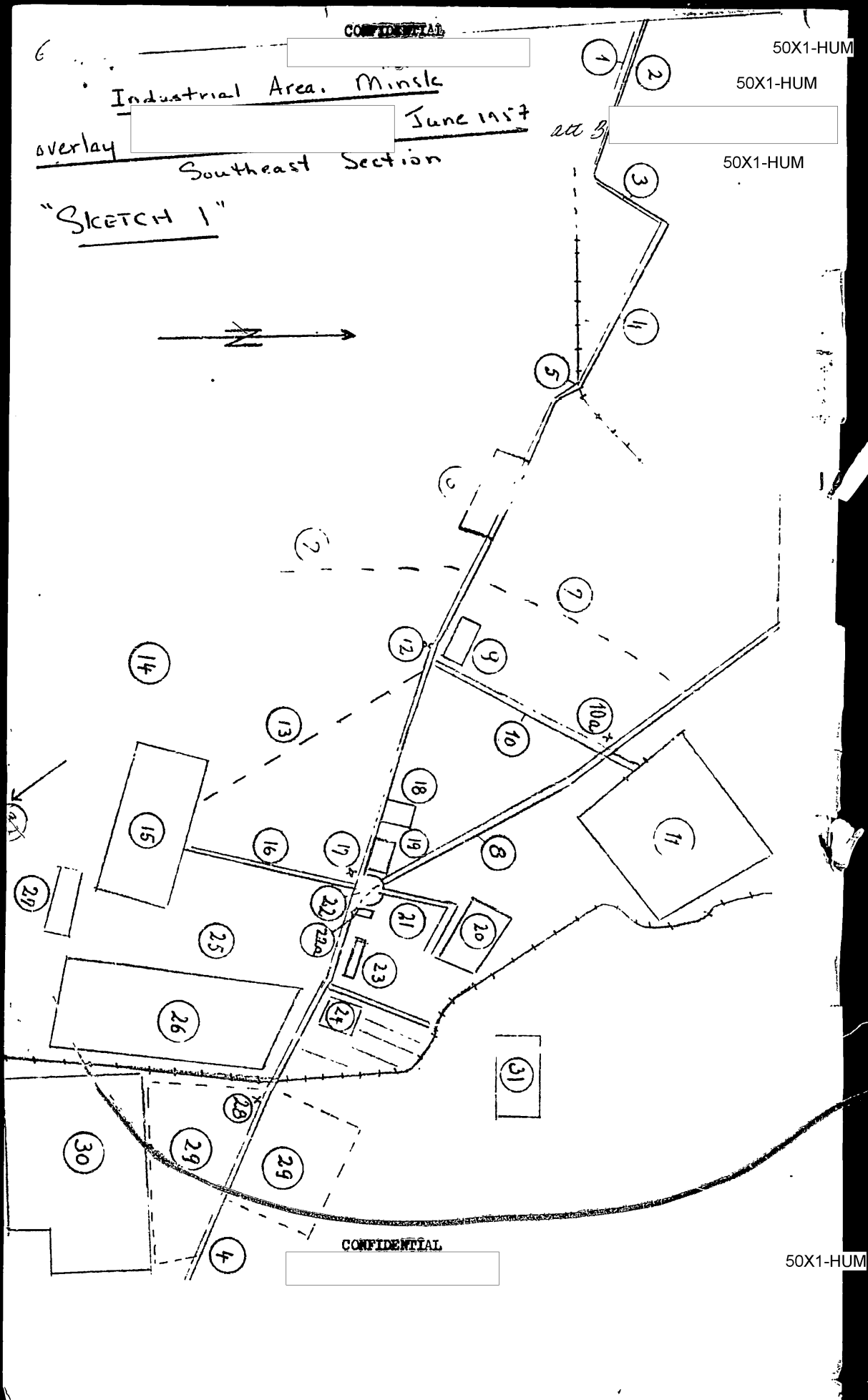
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- (5) Location of Hotel "Belorussiya".
- (6) Football Stadium
- (7) Possible Location of the Radio and Television Station
- (8) Possible Location of the Party Headquarters
- (9) Possible Location of Dom Armii - Red Army Club
- (10) Large City Park

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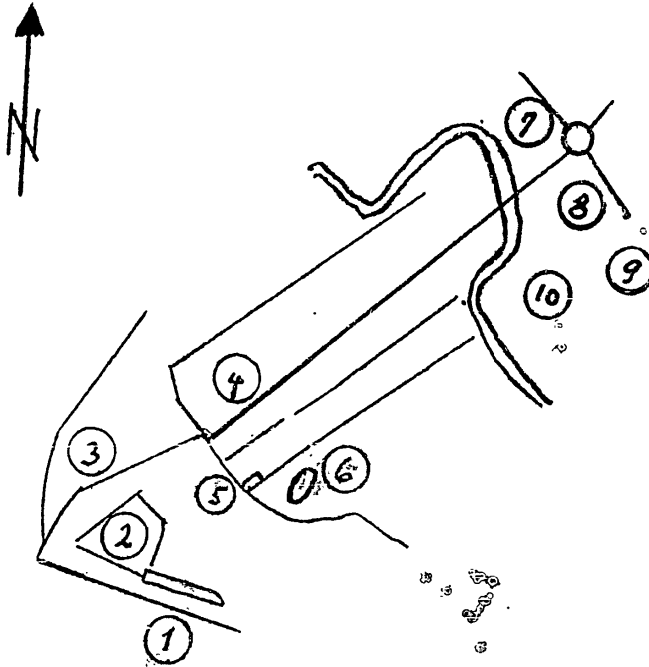


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CENTER AREA OF MINSK

Overlay of Map

"SKETCH 2"

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Poor Original

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COUNTRY USSR (Moscow Oblast)

REPORT

SUBJECT City of Shchelkovo

DATE DISTR.

NO. PAGES

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DATE OF
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PLACE &
DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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STATE	ARMY	NAVY	AIR	FBI	AEC						

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CITY OF SHCHELKOVO

Following are the points located [] on the attached [] sketch of Shchelkovo []

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1. Highway to Fryazino.
2. City cemetery.
3. Silk plant producing women's garments.
4. Amusement park.
5. Reinforced concrete bridge completed in late 1956 that replaced a wooden bridge.
6. Textile plant, known as "the new one."
7. Nursery.
8. Military camp, known as Rabochiy Batalon, whose personnel did various types of work, including highway repairs. Personnel wore a greenish uniform with red pogoni, a red stripe on the hat, and high boots.
9. Hat factory.
10. City military headquarters (no other information given).
11. Technical school (source could not remember in what it specialized).
12. Housing for textile plant workers.
13. Building occupied by city militia.
14. Stores selling various objects.
15. Small foundry.
16. New technical school, under construction in late 1956.
17. City highway.
18. Railroad spur to textile plant.
19. City highway.
20. New textile mill recreation park.
21. Powerhouse supplying electricity to the city.
22. Narrow-gauge railroad track for cars transporting stone from quarries.
23. Groups of houses occupied exclusively by Air Force personnel.
24. Railroad station.
25. Double-track electric railroad to Monino.
26. Railroad station.
27. Maternity hospital.

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28. Communications palace.
29. Statue that source thought was of Lenin.
30. Sovetskaya ploschad.
31. Communist Party offices.
32. Savings bank.
33. Children's school.
34. Reinforced-concrete bridge built about 1954.
35. Clothing and food products storehouse.
36. Steel bridge over the Klyasma River.
37. Children's school.
38. Textile plants' movie theater.
- 38.bis Gardens.
39. Textile plant, known in the city as the "old one."
40. Khimzavod chemical plant.
41. Plant [redacted] it was subordinate to No. 40). 50X1-HUM
42. Highway that entered the city, coming from Moscow.
43. Town of Baranok, composed entirely of workers' housing.
44. Milk products plant.
45. Pharmacy.
46. Sovetskaya ulitsa.
47. City highway.
48. City market.
49. Main city hospital.
50. Polyclinic on grounds of above hospital.
51. Three-story building. The ground floor was the firehouse; the second and third floor contained the textile tekhnikum.
52. City highway.
53. Children's clinic.
54. Soccer field for the vitamin plant.
55. Highway to the chemical plant.
56. City firehouse.

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57. Railroad to plants indicated as Nos. 40 and 41.
58. Double-track electric railroad from Moscow.
59. Railroad station [redacted] 50X1-HUM
60. Baranok railroad station.
61. Vitamin plant not further identified.
62. Railroad spur to plant indicated as No. 39.
63. City water tank.
64. Lumber yard, which supplied plants in the city.
65. Chemical plant movie theater.
66. Training school. [redacted] 50X1-HUM
67. Truck parking lot for plants located in the city.
68. Chemical plant dining room. 50X1-HUM
69. Military airfield known as Chkalov. [redacted]
jets and helicopters at the field [redacted]
[redacted]
70. City highway.
71. Building forming part of the railroad station buildings.
72. Railroad station.
73. Powerhouse.
74. Restricted area, surrounded by barbed-wire fences; the exterior fence was one meter high, the interior two and a half meters. The fences were guarded by guards wearing a green uniform with blue pogoni, hat with blue band, high boots, and bearing a rifle. It was said by the populace that this restricted area must contain underground storage of war material for the military airfield. No buildings or any other object worthy of attention could be seen; the area had been reforested with pines and yelkie that [redacted] had 50X1-HUM
just been planted because of their small sizes.
75. Railroad to plant indicated as No. 76.
76. Prokatnyy Zavod, producing plate. [redacted]
[redacted] 50X1-HUM
77. Approximate site of the Asiora kolkhoz.
78. Asiora Lake.

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INFORMATION REPORT

INFORMATION REPORT

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COUNTRY USSR (Stalingrad Oblast)

REPORT

SUBJECT City of Stalingrad

DATE DISTR.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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STATE	ARMY	NAVY	AIR	FBI	AEC					
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CITY OF STALINGRAD

1. Several blocks of brick apartment buildings of from three to five stories were being built in the western part of Stalingrad, in Krasnoarmeyskiy rayon, next to the GRES plant. 50X1-HUM

Workers' housing of various types was under construction in Beketovka during 1952 and 1954. The housing was brick and included several blocks of one-story private homes and three-, four-, and five-story apartment buildings. A group of seven-story brick apartment buildings next to the Tsentralnyy Universalnyy Magazin (TsUM) was being completed in 1953. 50X1-HUM

Large blocks of five- and six-story brick apartment buildings for workers of the Cable Plant were being built beyond the Volga-Don Canal, in the part of Krasnoarmeyskiy rayon known as Shpalopropitka. About 700 meters northwest of the Shpalopropitka plant, a few blocks of temporary two-, three-, and four-story apartment buildings were being built for employees of the petroleum refinery, still to be constructed. Additional housing for these employees, consisting of two- and three-story brick buildings were also being constructed about two kilometers south of the Shpalopropitka plant. In general, many new buildings were being constructed in the southern part which was the newest section of the city. All new constructions in Krasnoarmeyskiy rayon had collective housing. 50X1-HUM

Buildings in the southern part of the city were numbered as they were finished. 50X1-HUM

2. A concentration camp for Soviet common criminals, numbering between 500 and 1,000, was located about 300 meters from the bridge over the Volga-Don Canal. These criminals worked on housing construction, generally on excavating and laying foundations. Another camp had existed until 1952, when the Volga-Don Canal was completed, at which time it was abolished.
3. A city general hospital was located about 30 meters east of the bridge over the Volga-Don Canal. It consisted of three or four joined brick buildings with one or two stories.
4. A six-story brick hotel, completed in 1954, was located in the main square opposite the TsUM (see sketch of city center on page 7). An old four- or five-story brick hotel was located on ulitsa Mira, about 25 meters from the TsUM. In general, Soviet cities had few hotels because plants and industries maintained residences where official visitors and friends of the executives could stay.
5. The oblast Communist Party Committee headquarters occupied a six-story brick building next to the new hotel in the city square. The Party Committee for Krasnoarmeyskiy rayon occupied the third or fourth floor of a brick building next to the GRES plant. The remaining floors contained residences.
6. One open-air market was located on the main square and another was on an unidentified street in Krasnoarmeyskiy rayon.
7. A small laboratory of the central institute of construction materials, was located in a three-story brick building on the first street to the left when entering the main square from ulitsa Mira. About 30 persons were employed here. there were other laboratories because large industries had their own 50X1-HUM

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8. There were no representatives of ministries (sic) and no foreign legations in the city.
9. Following are the highways leading into the city with which source was familiar:
- a. The highway to Kotelnikovo which ran south of the city, bordering the Volga-Don Canal, was about 12 meters wide, asphalted, unguarded, and had no curbs or kilometer markers. It was in excellent condition and [] it was the best highway. 50X1-HUM
 - b. The highway to Astrakhan left Krasnoarmeyskiy rayon. Unguarded, it was about eight meters wide, had a stone surface, and was in very bad condition.
 - c. The highway leading to the civil airport and beyond was about eight meters wide, of reinforced concrete and asphalted, with no curbs, and unguarded.
10. Following are the railroads known [] all of which were standard gauge and non-electric. Those listed as a., b., and d. were double-track [] 50X1-HUM
- a. Stalingrad-Moscow.
 - b. Stalingrad-Rostov.
 - c. Stalingrad-Kalach-na-Donu.
 - d. Stalingrad-Krasnodar.
- The only station was a two-story building about 50 meters long, located about 150 meters northwest of a theater which source thought was called Gorkiy, on the main square. It was inaugurated in 1953. An urban railway train ran to Shpalopropitka. [] 50X1-HUM
- following urban stations: Beketovka; GRES, next to the plant of the same name; Krasnoarmeysk; and Shpalopropitka. There were two or three others [] 50X1-HUM
11. The civil airport was located about 40 kilometers from the center of the city. [] 50X1-HUM
12. A reinforced-concrete passenger and freight port, between 80 and 100 meters long, was located in the central part of the city. [] 50X1-HUM
- [] port guards were posted. There were several small freight ports in the stretch between the city center and Krasnoarmeyskiy rayon. [] 50X1-HUM
13. The streetcar barn was located next to the market on the main square, at the start of several city streetcar lines. One ran along Stalin avenue as far as the Red October plant; another, which was to be replaced with a bus line, ran along Stalin avenue as far as Beketovka. It was said that one was to be built, starting at the bridge over the Volga-Don Canal in Krasnoarmeyskiy rayon to serve that district. Streetcars were red and blue and some towed a second car. [] 50X1-HUM
14. A bus line ran from one side of the city to the other, from the Red October plant, in the northern part of the city, to Krasnoarmeyskiy rayon. [] some of the buses were painted red and others blue. An inter-urban line ran from Krasnoarmeyskiy rayon to Kalach-na-Donu. The buses were old and blue. [] there were no other buslines but [] there were trolleybuses. There was no subway [] 50X1-HUM

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15. An arched metal railroad bridge about 30 meters long and seven meters wide crossed the Volga-Don Canal. It had a double track and was closed to pedestrians. A reinforced-concrete bridge about 30 meters long and 15 meters wide was located about 200 meters downstream of the railroad bridge, next to the outlet of the Volga-Don Canal. It supported a highway about 12 meters wide linking Krasnoarmeyskiy rayon and Shpalopropitka which was used by all types of vehicles and had a pedestrian walk 1.5 meters wide on each side. At the end of 1953, work was begun on a small reinforced-concrete bridge about 15 meters long and eight to ten meters wide that would cross the urban railway. There were no other new bridges. There were no viaducts. [redacted] some would be constructed when the petroleum refinery was built. No areas were restricted to traffic.

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16. There were many military personnel of all branches in the city. The only barracks [redacted] were several air force barracks. near the GRES plant. [redacted] During World War II, the Red October plant produced cannon and the traktorny plant produced tanks. [redacted] they stopped war production when the war ended.

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17. City police headquarters for the Krasnoarmeyskiy rayon occupied a two-story brick building located 300 meters west of the bridge over the Volga-Don Canal. [redacted] MVD regional headquarters occupied a newly built brick building of at least six stories next to the Pobeda movie theater, adjoining the main city park. Guards at the door checked the pass required to enter or leave the building. When a visitor entered, a sergeant or second lieutenant in a waiting room requested the pass and telephoned the department which the individual wished to visit. At the end of the visit, the department head signed the pass on the back and stamped it.

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18. Following are the plants [redacted]

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- a. Tractor plant, located on the outskirts of the city.
- b. Red October plant, located next to the tractor plant, produced rolled products such as plate and source thought it employed more than 25,000. It was under the jurisdiction of the Ministry of Metallurgy.

- c. Prefabricated sheeting plant (probably [redacted] sheathing board plant) located in Beketovka, very near Stalin avenue: [redacted] The plant, which was subordinate to the Ministry of Construction Materials, was completely automatic and employed about 100. The sheeting produced was shipped to Moscow, Leningrad, and other points in the USSR. [redacted] there were only four or five plants of this type in the USSR.

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- d. GRES plant, located to the right of Stalin avenue. [redacted]
- e. Stranded cable plant, completed in 1954 and located in Shpalopropitka, was very important. The plant, which was subordinate to the Ministry of Metallurgy, produced cables of all kinds, and protective nets for high-tension lines. It was not yet producing at full capacity.

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- f. Chemical plant, located in Krasnoarmeyskiy rayon at the end of the urban railroad line. [redacted]

[redacted] The plant impregnated railroad ties to make them last longer. [redacted]

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- g. Brick plant, located in Krasnoarmeyskiy rayon, about two kilometers east of the end of the urban railroad line where there were no streets. [redacted] the plant was inaugurated in the first part of 1955 and [redacted] it was built to supply bricks for the planned petroleum refinery. It was subordinate to the Ministry of Metallurgical and Chemical Construction. [redacted]

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[redacted] later it was subordinate to the Ministry of Construction Materials. [redacted] the production of high-temperature refractory brick was planned. The plant had automation and it was planned to be operated by very few persons.

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- h. Concrete plant, located in Krasnoarmeyskiy rayon, about 20 meters from the metal bridge which crossed the Volga-Don Canal. It had been subordinate to the MVD and was later made subordinate to the Ministry of Metallurgical and Chemical Construction. The plant, which was semi-automatic, produced about 300 cubic meters of concrete daily and employed about 40 workers.

19. The tractor plant and a few unspecified shops at the Red October plant were being enlarged by the industrial trust in Stalingrad. The enlargement of the Red October plant was begun before 1952 and continued in 1954. Industrial buildings of an unknown nature were under construction in Beketovka. In addition to the planned petroleum refinery, on which work had not yet begun as of December 1954, a thermoelectric power station was to be built next to it, four or five kilometers east of the Shpalopropitka urban railroad station. [redacted]

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[redacted] liquid fuel would be used because all electricity produced would be for the petroleum refinery. There were no streets at the construction site which was completely unimproved. As of December 1954, housing for workers at the power station was under construction but work on the station had not yet begun.

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20. [redacted] no mining activities in the area. There were no oil pipelines and [redacted] no plans to build any.

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21. [redacted] Houses were supplied with gas [redacted] The Stalingrad hydroelectric power station was completed about 1954, [redacted] it produced more than two million kilowatts and [redacted] the electricity was sent to areas near Stalingrad. A thermoelectric power station, located next to the GRES plant, supplied electricity to most of the industries in the city, consuming coal shipped via the Volga River. [redacted]

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[redacted] All houses had running water. Water meters were not installed in new houses. [redacted]

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[redacted] drinking water came from the Volga River. Water mains were at least 1.35 meters underground.

22. The telephone exchange was located about 500 meters to the east of the railroad station. A site was selected on the main city square for a new communications palace for telephone, telegraph, and post office facilities. [redacted] telephone numbers consisted of one letter and five digits, and [redacted] the charge to make city calls on pay phones was two 15-kopek coins.

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23. Following is the legend for the overlay to the city of Stalingrad on page 8.

- (1) Main city port.
- (2) Prefabricated sheeting plant.
- (3) Block of housing under construction for workers and employees of the plant.
- (4) Plant under construction.
- (5) Freight port.
- (6) Thermoelectric power station.
- (7) Air force barracks.
- (8) Workers' housing.
- (9) Krasnoarmeyskiy rayon Communist Party Committee.
- (10) Planned new dock.
- (11) Concentration camp.
- (12) Cable plant.
- (13) Urban railroad station.
- (14) Chemical plant, impregnating railroad ties.
- (15) Housing for cable plant workers.
- (16) Offices of the Stalingrad industrial trust for heavy industry, and the directorate of the petroleum refinery.
- (17) Highway under construction.
- (18) Railroad bridge under construction.
- (19) Housing for petroleum refinery employees.
- (20) Construction site for petroleum refinery.
- (21) Thermoelectric power station.
- (22) Brick plant.
- (23) Market.
- (24) City police headquarters for Krasnoarmeyskiy rayon.
- (25) Metal bridge over the Volga-Don Canal.
- (26) Bridge for vehicles and pedestrians.
- (27) Housing for petroleum refinery employees.

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